

MANY A FISHING CRAFT AFFECTED

Pill Pending Calls For Engineers and Pilots on Motor Craft.

First it is reciprocity, then beam trawling, and with a battle just underway on the latter now comes another obstacle which the Gloucester fishermen must fight which has just been discovered in what at first seemed a harmless piece of legislation in a bill now before Congress.

The bill which would amend the act of June 9, 1910 relative to preventing collisions at sea and regulating certain motor crafts on navigable waters has a very broad scope and should it pass, all fishing crafts of 40 feet or over, whether motor or auxiliary types would in the future be navigated by engineers and pilots licensed by the steamboat inspector service.

Under the title of "A bill to amend an act entitled, 'an act to amend laws for preventing collisions of vessels and to regulate the equipment of certain motor boats on navigable waters of the United States,' approved June 9, 1910," the proposed legislation reads:

Be it enacted by the senate and house of representatives of the United States in Congress assembled, that section five of the act entitled, "an act to amend laws for preventing collisions of vessels and to regulate equipment of certain motor boats on the navigable waters of the United States," approved June 9, 1910, be amended by substituting for the words, "provided that motor boats shall not be required to carry licensed officers except as required in this act," the following: "Provided, that when carrying freight or passengers for hire, or engaged in fishing as a regular business, motor boats of class three and vessels 65 feet or more in length, propelled by machinery other than steam, shall not be operated or navigated unless in charge of engineers and pilots licensed by the steamboat inspection service in the manner now provided by law for the examination and license of engineers and pilots and such engineers and pilots shall be subject to the laws and regulations now applicable to licensed engineers and pilots of steam vessels. Any such motor boat or said vessel operated or navigated in violation of this proviso, shall be subject to the penalty provided in section 7.

And provided further that motor boats shall not be required to carry licensed officers except as provided in this act of June 9, 1910, entitled, "An act to amend the laws for preventing collision of vessels and to regulate equipment of certain boats in the navigable waters of the United States" as hereby amended.

This act shall take effect four months after the date of its approval. Owners and masters are viewing with alarm the proposed amendment and that they intend to fight it to the finish is apparent from the expressions of opinions that have been voiced the past few days.

A well known captain who was about to purchase a small auxiliary craft a few days ago was informed of the proposed law by a friend and after looking over the situation reconsidered his determination to buy until Congress decides what it will do with the bill.

A special meeting of the Master Mariners' Association was held yesterday afternoon and took action on the matter. At other places along the coast there is said to be much opposition to the bill, and it is likely that similar action will be taken by organizations at these places.

Feb. 16.

Portland Fish Notes.

About all of the Portland fishing vessels came in Wednesday, most of them having small fares, but the aggregate landed, including that brought in by the boat fishermen, footed up about 75,000 pounds. The crews report the weather conditions on Tuesday as being responsible for the small catches made, the wind blowing strong with a choppy sea. Capt. Doggett of sch. Topsail girl is so disgusted with his luck that he has hauled his vessel up at Union wharf and will not refit until it is time to start out halibuting, about the middle of March.

ONE CARGO OF FROZEN HERRING.

ONLY FISH RECEIVED AT THIS PORT EXCEPT FROM THE GILL NETTERS.

Sch. Jennie B. Hodgdon is the only off shore craft here today. The craft brings a cargo of 850 barrels of frozen herring from Port aux Basques, which were shipped overland from Bay of Islands and are consigned to the Cunningham & Thompson Company, owners of the vessel.

Only a few of the gill netters did anything yesterday, several of the fleet not lifting at all. On account of the heavy ice, the shore boats and gasoliners have been tied up the past few days.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Jennie B. Hodgdon, Port aux Basques, 350 bbls. frozen herring.
Steamer Quoddy, gill netting, 1000 lbs. fresh fish.
Steamer Rough Rider, gill netting, 800 lbs. fresh fish.
Steamer Margaret D., gill netting, 1500 lbs. fresh fish.
Steamer F. S. Willard, gill netting, 2500 lbs. fresh fish.
Steamer Nomad, gill netting, 1800 lbs. fresh fish.
Steamer Bethulla, gill netting, 2000 lbs. fresh fish.
Steamer Venture, gill netting, 800 lbs. fresh fish.
Sch. Harriet, shore.
Sch. Belbina P. Domingoes, shore.
Sch. Mary E. Silveira, shore.
Sch. Jorgina, shore.
Sch. Jeannett, shore.
Sch. Valentina, shore.
Sch. Harmony, shore.
Sch. Walter P. Goulart, shore.
Sch. Emily Sears, shore.
Sch. Little Fannie, shore.
Sch. Rebecca, shore.
Sch. Azorean, shore.
Sch. Mary DeCosta, shore.
Sch. Lillian, returned.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
Salt "drift" codfish, large \$5.25, medium \$4.75.
Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
Haddock, \$1.75.
Pollock, \$1.75.
Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.
Hake, \$1.87 1-2.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.
Cusk, large, \$1.80, medium, \$1.20.
Snapper cusk, 60c.
Hake, \$1.45.
Dressed pollock 90c; round 80c.
Bank halibut 11c per lb. for white and 9 1-2c per lb. for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.75 per cwt.
Fresh herring, \$2.50 per bbl.
Frozen squid, \$3.75 per cwt.

Feb. 16.

Big Demand for Motors.

The demand for motors in this province is well evidenced by the prosperity of a concern at New Glasgow, says the "Maritime Merchant" of Halifax, N. S. Last year this concern had to turn down 90 orders for engines simply because their plant was not large enough to handle this business. They have in already this season enough orders to keep them steadily working for six or eight months at their present capacity, and the Newfoundland market, which is practically a virgin market, is open and clamorous for gasoline engines.

A QUARTETTE OF OFF SHORES.

BROUGHT FINE COD AND HADDOCK TRIPS TO T WHARF TODAY.

Although Saturday is generally a pretty quiet day at T wharf for the fish dealers, four off shore crafts were there this morning all with good fares.

Sch. Mary F. Curtis has a dandy trip, hailing for 85,000 pounds. The others are schs. Aspinet with 79,000 pounds, Mildred Robinson, 77,000 pounds and Rex, 75,000 pounds. The Curtis has a few halibut, hailing for about 2000 pounds and the Rex, 2500 weight.

Haddock sold from \$1.60 to \$2.80 a hundred weight, large cod, \$4.25 to \$4.50, market cod, \$2.25, hake, \$2.50, pollock, \$2.50, cusk \$1.25 and halibut, 13 1-2 cents right through.

Boston Arrivals.

The fares and prices in detail are:
Sch. Aspinet, 58,000 haddock, 18,000 cod, 300 hake.
Sch. Mildred Robinson, 36,000 haddock, 34,000 cod, 5000 hake, 2000 pollock.
Sch. Mary F. Curtis, 65,000 haddock, 18,000 cod, 2000 halibut.
Sch. Rex, 60,000 haddock, 12,000 cod, 2500 halibut.

Haddock \$1.60 to \$2.80 per cwt.; large cod, \$4.25 to \$4.50; market cod, \$2.25; hake, \$2.50; pollock, \$2.50; cusk, \$1.25.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3.
Eastern halibut codfish, large, \$4.75, mediums, \$4.25.
Haddock, \$1.50.
Pollock, \$1.50.
Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.
Hake, \$1.50.

Fresh Fish.

Haddock, \$1 per cwt.
Peak cod, large, \$2.15, medium, \$1.75, snappers 75 cts.
Western cod, large, \$2.25, mediums, \$1.85, snappers 75 cts.
All codfish not gilled, 10 cts. per 100 pounds less than the above.
Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.
Bank halibut, 8 1-2 cts. per lb. for white and 9 1-2 cts. for gray.

Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.
Newfoundland frozen herring, \$2.75 to \$3.25 per cwt.
Shore frozen herring, \$2 to \$3 per bbl.
Frozen squid, \$3.75 per cwt.

Portland Fish Notes.

Sch. Claudia of this port which discharged her trip of halibut at Portland, took on bait Thursday at the Portland Cold Storage plant and will make another trip to Brown's Bank before returning to her home port. In spite of the warmer weather the schooner's decks are still partially covered with ice although the crew have done a lot of chopping in the three days they have been in port.

Feb. 17.

WITH FARES OF HADDOCK.

TWO CRAFTS IN HERE ONE WITH BOOM AND GAFF BROKEN.

Sch. Thos. S. Gorton arrived here this morning with her main boom broken and her mainsail torn, the accident having taken place a few days ago on Georges during a blow, so that it was necessary to leave the grounds and come home to repair the damage. The craft has about 30,000 pounds of fresh fish, which sold to the Gloucester Fresh Fish Company.

Sch. Laverna, Capt. Albert Larkin, arrived yesterday afternoon from Georges with a fine fare, consisting of 90,000 pounds of fresh fish, which also sold to the Gloucester Fresh Fish Company.

None of the gill netters lifted yesterday, as none of the small crafts ventured out, while the steamers came in after having gone outside a short distance.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Laverna, haddock, 90,000 lbs. fresh fish.
Sch. Thos. S. Gorton, Georges, 30,000 lbs. fresh fish.
Sch. Mary DeCosta, shore.
Sch. Emily Sears, shore.

Vessels Sailed.

Sch. Arethusa, haddock.
Sch. Rob Roy, haddock.
Sch. Walter P. Goulart, haddock.
Sch. Harmony, haddock.
Sch. Lillian, haddock.
Sch. Frances V. Sylvia, haddock.
Sch. A. D. Story, Georges.
Sch. Pauline, Georges.
Br. sch. Mary A. Whalen, Boston.

Feb. 19.

WILL CONFER ON REGULATIONS.

Canadian Marine Minister at Washington to Settle Few Points.

Hon. J. D. Hazen, Canadian minister of Marine and Fisheries, left Ottawa yesterday for Washington to confer with Ambassador Bryce and United States officials in reference to the regulations governing the North Atlantic fisheries of Canada and Newfoundland. The Hague Tribunal award contained a proviso that regulations based on that award and affecting United States fisheries should be first subject to conference between the representatives of the countries concerned.

Falling agreement, the points in dispute are to be referred to the adjudication of an independent tribunal to be appointed under the provisions of the award.

Mr. Hazen's mission is to finally clear up a few minor matters connected with the carrying out of the Hague award in this particular. It is expected that an agreement can be reached with the United States without the necessity of recourse to any further tribunal as provided for.

Mr. Hazen will also take up with the American authorities the long-standing question of bringing into effect the international agreement respecting the joint control of fisheries in boundary waters. He was accompanied by E. L. Newcombe, Deputy Minister of Justice.

Feb. 19.

CRAFT MAKING GOOD RECORD.

SCH VICTOR AND ETHAN 48 DAYS REACHING STRAITS OF MAGELLAN.

The progress of the auxiliary fishing sch. Victor and Ethan from Boston to Seattle, round the Horn, is attracting considerable attention from fishermen and yachtsmen, for it has the essentials of a yacht race against time. Capt. Robert Lathiege, the navigator, who was last year mate of Demarest Lloyd's schooner yacht Seneca, will get the prize of a hat from Capt. Thomas Somers of the Seneca, formerly a well known fishing master of this port, if he gets his vessel to Seattle within 100 days from the time she left Boston.

A few days ago, Capt. Somers received a letter from Capt. Lathiege, dated December 28, at the Straits of Magellan, which said that the Victor and Ethan was then out of Boston 47 days, 17 hours, 37 minutes and that the captain had great faith that he would yet wear Capt. Somers' hat.

The distance covered was 7877 miles, not quite half the trip. "Not a rope yarn parted and all well," was also cheering news.